1: Drew G-3 (1862-1872) 1875 AVI Kashmir IV

133* 487 It is the great chain of snowy mountains that makes such a physical separation, and has favoured, if not induced, the other differences. The lowest Pass through these mountains naturally determines the route which of all others bears the greatest traffic between the lower countries and the westernmost part of Tibet. This lowest gap in the mountains is the Drás Pass. Our route (through this Pass) from Sirinagar to Leh is 239 miles in length, a distance which is ordinarily travelled in a march of nineteen days. Speaking generally, it is for these hills not a bad road; it is commonly passed over by laden ponies, though a few places on it are dangerous for them. I shall describe the route in five sections. The details of the stages will be found in Appendix IV.*

UP THE SIND VALLEY TO THE FOOT OF THE PASS: SIX MARCHES.

135* The first march is a short one, in the open Kashmir Valley, to Gándarbal. From the city the road leads us over a plain which is at a higher level than that of the present river-alluvium; on the left there is a fall of the ground, of something less than 100 feet, down to the level of the flat marshy tract called Anchár. After 10 miles or so we come to the foot of one of the mountain spurs, and, rounding the base of it, reach Gándarbal.

We are here at the mouth of the valley of the Sind River, where that valley widens to debouch into the open vale. Near above this the waters of the Sind River have divided; they irrigate the rice-fields that occupy the wider space, and below they communicate with the main river, the Jhelam. By means of these water-channels we could have come to Gándarbal by boat, and it

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* Although this is the only route from Kashmir into Ladákh, yet other roads lead into it from other portions of the hills or from the Panjáb. Of these some account will be found in Appendix IV. One of them has of late got much into use—that which leads through the British districts of Kulu and Láhol into the southern part of Ladákh, and at certain times of the year it may deserve preference; but the one by Drás, which will be described in the text, has the advantages of a less ascent, a greater number of months during which it is open, and a more inhabited country that it passes through, advantages which enable it to retain its position as the chief route from the Plains to Ladákh.

1: Drew G-2 (1862-1878) 1875 AVI Kashmir AV1

may often be convenient to make this first stage from Srinagar by that mode of conveyance, especially as the greater part of it can be got over during the night.

From Gándarbal the road onwards keeps at a higher level, on an alluvial plateau that lies between the low plain watered by the branching streams and the hill-side. As compared with that watery flat, the plateau rises as one goes on till, in five or six miles from Gándarbal, it has reached a level 300 feet higher. Here and there it is cultivated, but for the most part it is covered with a brushwood jungle, with many half-wild fruit-trees scattered over it. Soon we have to descend the 300 feet from that plateau and cross the river. A few miles more, and we reach the next halting-place Kangan, where we are quite within the Sind Valley, and out of sight of the open vale.

Now, in the next two marches, a distance of 25 miles, we enjoy the finest scenery of its kind in Kashmir; this kind does not, indeed, give us wide views across a hill-surrounded plain, but it shows us all the beauties of a valley bounded close by lofty hills of varied surface—richly clothed with forest or covered with thick herbage—broken by cliffs, and crowned with rocky peaks.

The valley-bottom, a mile or two in width, is occupied by plateaux, slopes, and low-level flats, which alternate one with the other. These spaces are in part river-alluvium, and in part belong to the alluvial fans of the side streams, often where more than one have coalesced. The river flows through the low land, frequently dividing so as to make islands of alluvium, on which grow groups of fir-trees. Of the plateaux and the fan-slopes the whole surface is covered with verdure, and it is chiefly upon them that occurs the cultivated ground.

The mountains rise steep behind the terraces and the fans. On the left bank, for 15 miles without a break, there is a great slope, extending up for thousands of feet, covered with dark forests of silver-fir, spruce, and *Pinus excelsa*, with some deodar; here and there lines of lighter green occur, in the hollows maybe, where the conditions are more favourable to the growth of

Tibet via Leh. In 1904-5 the total value of this trade was 61·2 lakhs. It is subject to considerable fluctuations owing to great physical difficulties, the keen rivalry of Russia, and the passive obstruction of Tibet. During the ten years ending 1901 the average value was 44·3 lakhs, the maximum being 62·1 lakhs in 1895-6, and the minimum 30·1 lakhs in 1891-2. The imports from Central Asia into Ladákh amounted to 17·8 lakhs. Of this, about 14 lakhs came from Chinese Turkistán and the balance from Tibet. Goods to the value of 11·3 lakhs found their way to the Punjab via Kashmír, others going via Kulú. The chief articles were raw silk (5·9 lakhs), Russian gold coins (4·3 lakhs), raw wool (3 lakhs), and *chawas* (2·2 lakhs). The exports from Ladákh to Central Asia amounted to 11·4 lakhs. Of this, goods to the value of 10 lakhs went to Chinese Turkistán and the remainder to Tibet. The more important articles of export were: European cotton piece-goods (3·4 lakhs); coral (1·2 lakhs); silk goods, European (1·8 lakhs), Indian (Rs. 54,000). The value of trade passing from India to Ladákh was 14·3 lakhs.

Means of communication.

The nature of the country renders communications difficult. In the valley proper the Jhelum forms a great waterway, but other rivers are not navigable. Throughout the greater part of the State the roads are chiefly fair-weather tracks and are not used for wheeled traffic. A cart-road has, however, been constructed from Srínagar, through Báramúla and down the Jhelum valley to Abbottábád in the North-West Frontier Province and to Murree in the Punjab, while another cart-road is being constructed from Srínagar to Udhampur. The principal roads within the State lead from Srínagar to Islámábád and Jammu over the Banihál pass (9,200 feet); to Shupiyan, Bhimbar, and Gujrát in the Punjab over the Pír Panjál (11,400); to Gandarbal and Ladákh over the Zoji La (11,300); and to Gilgit over the Rájdiangan (11,700), and Burzil (13,500), or Kamrí (13,100). Much has been done in recent years to improve these routes, and a number of smaller roads, such as that from Srínagar to Gulmarg, which is practicable for tongas. A road cess amounting to 2½ per cent. on the revenue has been imposed, in place of the forced labour which used to be exacted. The Jhelum is crossed by a number of wooden bridges on the cantilever principle at Srínagar, and over the hill torrents swing frail suspension bridges consisting of cables made of plaited twigs or buffalo hide. The latter sometimes reach a span of 300 feet, and are renewed every three years, if they have not been carried away meanwhile by floods.

3: Imperial Gazetteer G-3 (1889-95) 1909 AVI Kashmir AVI

joins the Jhelum, the bridges are scarce and primitive. Much of the internal commerce of Kashmir depends on the Jhelum. An account of the various descriptions of boats used will be found in the article on Srinagar.

Below its junction with the Kishanganga the Jhelum forms the boundary between the Kashmir State and the British Districts of Hazara and Rāwalpindi, flowing in a narrow rocky bed, shut in by mountains on either side. Numerous rapids here render navigation impossible, though large quantities of timber are floated down from Kashmir. A handsome suspension bridge at Kohāla, in Rāwalpindi District, connects Kashmir with British territory. Below Dangali, 40 miles east of Rāwalpindi, the Jhelum becomes navigable. Passing into Jhelum District, it skirts the outlying spurs of the Salt Range, receiving the waters of the Kahan, and finally debouches upon the plains a little above the town of Jhelum, about 250 miles from its source. Below Jhelum, inundation of the lowlands begins to be possible, and sandy islands stud the wide bed of the stream. The Bunhā, in the rains a roaring torrent which sometimes spreads over a mile of country, joins the Jhelum at Dārāpur. After a south-westerly course of more than 100 miles, during which the river divides the District of Jhelum from Gujrāt and Shāhpur, it enters the latter District entirely, and trends thenceforth more directly southward. The width in this portion of its course averages 800 yards in flood, dwindling during the winter months to less than half that size. Sudden freshes occur after heavy rains, and cause frequent inundations over the lowlands, greatly increasing the productive power of the soil. The Jhelum next enters the District of Jhang, where it preserves the same general characteristics, but with a wider valley, bounded by the high uplands known as the Bār. It finally joins the Chenāb at Trimmu, in 31° 11′ N. and 72° 12′ E., 10 miles to the south of Maghiāna, after a total course of not less than 450 miles, of which about 200 lie within British territory. The current in the plains has an average rate of 4 miles per hour. The wedge of land between the Jhelum and the Chenāb is known as the Chaj Doāb; while the tract stretching westward to the Indus bears the name of the Sind Sāgar Doāb.

The principal towns upon the Jhelum are Kashmīr or Srīnagar, Jhelum, Pind Dādan Khān, Miāni, Bhera, and Khushāb. According to General Cunningham, the point where Alexander crossed the Hydaspes may be identified with Jalālpur in Jhelum District; while nearly opposite, on the

6:Spate N-4 (no date)1954 AWI India
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433 have a high standard of durability. The supply of hides and skins was large, as the Hindu orthodoxy of the ruling house prohibited cow-slaughter and so inflated the numbers of cattle. The production of high-grade rag paper was once important, but has declined before the growth of the Indian mill
505 industry. Finally we may note the importance of water-borne traffic: much of the provisioning of the city is done by flat-bottomed boats, 50–60 ft long and drawing 2 ft or so, which can carry up to 30 tons of cargo. The boatmen, particularly those who man the tourist house-boats, have a reputation for supplementing licit earnings by following the world's second oldest trade.

487 Much of the importance of the Vale, and hence of Srinagar, lies in its function as a staging-base on the Himalayan routes. The 80 entries have already been mentioned; to the NW the road to Gilgit and the Oxus lies across the Raj Diangan Pass (11,800 ft) into the Kishen Ganga Valley and then by the Burzil (13,755) into Astor; both these passes not without danger in winter. But the most important trade route, leading either up the Indus into Tibet or across the Karakoram into Sinkiang, is that to the NE by the Zoji La. At 11,578 ft this is the lowest col on the main W Himalayan axis, a pass of the Maloja type with the steep ascent on the S: this is due to the Sind cutting back into the headwaters of the Dras, which lies on the drier side of the mountains and has much farther to go before it reaches 5,200 ft, the local base-level of the Sind.

161 If anywhere on earth presents the semblance of the Happy Valley of
439 *Rasselas*, it is the Vale of Kashmir; but however pleasant the prospects, the
661 human history of the region has been, on the whole, vile. To begin with, it is probably over-populated; density in Anantnag (Srinagar) Dt is 303 (and of course far higher in relation to cultivated area), and it is significant that sugar and grain come next to cotton goods in the Kashmiri import list. Beyond this it is hardly an exaggeration to say that the whole history of Kashmir for the last few centuries has been one of misgovernment and oppression, often deliberate, of the peasantry for the benefit of narrow Court cliques; nor was this tradition dead in this century. At this point it is probably appropriate to discuss the present Indo-Pakistani conflict.

THE KASHMIR DISPUTE

631 'The trouble in Kashmir' stems finally from the simple fact that a popu-
668 lation 77% Muslim was ruled by a family of the strictest Hindu orthodoxy, descendants of a particularly able and ruthless *condottiere* under the Sikhs, Gulab Singh of Jammu, who 'mediated' between British and Sikhs to his own profit. It is safe to say that at no time in the century's existence of the state have relations between the dominant Dogra Rajputs of Jammu and the Muslim majority been other than those of exploiters and exploited, to such an extent that until quite recently agricultural progress was still